7. TRANSPORTATION AND CIRCULATION PLAN

INTRODUCTION

The overriding goal for transportation is to promote a safe and convenient transportation and roadway system throughout the Town of Enfield. This is a long-established goal set forth clearly in earlier plans. During the planning process concerns were raised in the community regarding transportation issues where improvement was considered necessary to attain this goal.

Topics of concern for improvement included:

- Conflict between mall area traffic and residential areas.
- Traffic congestion through historic areas such as Hazardville.
- Need to carry out roadway improvement recommended in 1987 Plan and still pending.
- Need to create a bikeway and walkway system in Enfield.
- Need for improved public transportation.
- Adjustment of design and construction standards for residential streets in new subdivisions.

This plan presents current background information, identified concerns and preliminary recommendations related to the Town of Enfield Transportation and Circulation System. This system is comprised of the surface transportation network of streets and highways, walkways, bikeways and trails, and mass transit. This system provides for both inter-town and intra-town transit for residents as well as others using the system for a variety of reasons. This system impacts upon future land use patterns in the Town as it is impacted by such uses. The efficiency of transit, safety and impact upon residential areas created by traffic patterns are all important issues which were considered in the Plan Update process.

Background factual information for this plan component included:

- Road classifications
- Location of traffic signals.
- Location of accidents 7/1/94 to 7/1/97
- Sidewalk inventory
- Major traffic generator permits issued by the State Traffic Commission
- Average Daily Traffic (ADT) counts 1992, 1994, 1996

That information is presented in the following maps and tables.

RECENT CHANGES IN TRAFFIC VOLUMES

In order to establish a statistical basis for changes in the usage of various streets in Enfield, traffic volumes for three years (1992, 1994, 1996) were reviewed. Table 15 presents Average Daily Traffic

(ADT) counts for various locations for 6 state routes within Enfield. This table also contains a tabulation of the percent of increase or decrease in volumes between 1992 and 1996.

Table 15
Average Daily Traffic Counts 1992, 1994, 1996

ROUTE	ADT COUNT			% Change
Route 190	**1992**	**1994**	**1996**	**1992 - 1996**
@ Enfield Town Line to East Bound Exit to SR 515 (Frew Terr.)	26,000	25,400	24,100	-7.3
@ Frew Terr. to East bound Access from US 5 (Enfield St.)	18,900	19,000	22,500	19.0
@ Enfield St. to East bound exit from I-91	28,800	28,900	31,900	10.8
@ East bound Exit from I-91 to Phoenix Ave.	35,900	36,000	34,000	-5.3
@ Phoenix Ave. to Palomba Dr.	25,800	25,900	24,600	-4.7
@ Palomba Dr. to South Rd.	20,500	20,600		
@ South Rd. to Elm St.	20,600	20,700	18,700	-9.2
@ Elm St. to Route 192(N. Maple St.)	18,400	18,500	18,800	2.2
@ Route 192 to South bound Route 191 (Broad Brook Rd)	16,400	16,500	16,500	0.6
@ Route 191 to Taylor Rd.	17,800	17,800	18,500	3.9
@ Taylor Rd to Somers/Enfield Town Line	15,500	15,100	13,900	-10.3
Route 191				
@ East Windsor/Enfield Town Line to Abbe Rd.	4,700	4,700	4,400	-6.4
@ Abbe Rd. to Route 190 (Hazard Ave.)	7,200	7,200	5,900	-18.1
Route 192				
@ Route 190 (Hazard Ave.) to North St.	3,300	3,300	3,000	-9.1
@ North St. to Route 220 (Shaker Rd.)	5,700	5,700	6,800	19.3
@ Route 220 to Bacon Rd.	5,700	5,700	5,500	-3.5
@ Bacon Rd. to Brainard Rd.	7,100	7,100	7,300	2.8
@ Brainard Rd. to Massachusetts State Line	4,000	4,000	4,300	7.5
Route 220				
@ US Route 5 (Enfield St.) to Access southbound I-91	14,000	14,100	11,700	-16.4
@ Access to South bound I-91 to Access to North bound I-91	24,200	24,300	23,900	-1.2
@ Access to North bound I-91 to Freshwater Blvd.	26,700	26,800	27,400	2.6
@ Freshwater Blvd. to Elm St. South bound	27,200	27,300	24,500	-9.9
@ Elm St. South bound to Washington Rd.	13,500	13,600	15,800	17.0
@ Washington Rd. to Route 192 (North Maple St.)	10,000	10,000	11,100	11.0
@ Route 192 (North Maple St.) to Bacon Rd.	7,200	7,200	8,100	12.5
@ Bacon Rd. to Shaker Rd.	8,700	8,700	9,500	9.2

ROUTE	ADT COUNT			% Change
@ Shaker Rd. to Massachusetts State Line	7,900	8,000	7,700	-2.5
Route 5				
@ East Windsor/Enfield Town Line to Depot Hill Rd.	7,200	6,000	5,400	-25.0
@ Depot Hill Rd. to Weymouth Road	7,400	7,400	7,700	4.1
@ Weymouth Rd. to Exit from South bound I-91	13,100	13,100	11,700	-10.7
@ Exit from South bound I-91 to Access to East bound Route 190	14,300	14,300	12,900	-9.8
@ Access to East Bound Route 190 to Exit from West bound Route 190	13,600	13,700	14,800	8.8
@ Exit from West bound Route 190 to Route 220 (Elm St.)	15,700	15,800	14,100	-10.2
@ Route 220 (Elm St.) to Brainard Rd.	14,500	14,500	13,700	-5.5
@ Brainard Rd. to Exit from South bound I-91	10,300	10,400	10,500	1.9
@ Exit from South bound I-91 to Massachusetts State Line	16,300	16,400	14,900	-8.6
Route I-91				
@ East Windsor/Enfield Town Line to South bound access from US 5 (King St)		83,000	86,600	
@ South bound access from US 5 to North bound access to US 5	77,100	78,600	82,000	6.4
@ North bound exit to US 5 to North bound access from US 5	69,700	75,700	79,000	13.3
@ North bound access from US 5 to North bound exit to Rte 190	73,900	79,200	82,700	11.9
@ North bound exit to Rte 190 to North bound access from Rte 190	67,300	71,500	74,600	10.8
@ North bound access for Rte 190 to South bound access from Rte 190		77,800	81,200	
@ South bound access for Rte 190 to North bound access for Rte 190	68,200	70,300	73,300	7.5
@ North bound access for Rte 190 to North bound exit to Rte 220	72,000	74,700	78,000	8.3
@ North bound exit to Rte 220 to North bound access from Rte 220	60,900	64,400	67,200	10.3
@ North bound access to exit from Rte 220 to North bound exit to Rte 5	69,000	73,000	76,200	10.4
@ North bound exit to US 5 to North bound access from US 5	60,900	65,900	68,700	12.8
@ North bound access from US 5 to Massachusetts stateline	60,400	64,900	67,700	12.1

As can be seen from a review of the material in Table 15, the most significant increases (over 10%) in traffic volumes have occurred on Routes 220 in the vicinity of the Elm Street intersection and locations east in the vicinity of the Route 192 intersection. Similarly a significant increase occurred on the section of Route 192 near the Route 220 intersection. Another significant increase was in the vicinity of the intersection of Route 190 with Frew Terrace and Route 5. The only other state road which has experienced significant increases is Interstate 91 where an increase of over 10% has occurred at 7 of the 10 locations where comparable data is available.

It should be pointed out that comparable traffic counts are not available for locations in the local street network. The traffic volumes presented in Table 15 were gathered by Connecticut Department

of Transportation. These counts include state routes only. However, many people at the neighborhood meetings and in the mail survey cited various local streets where traffic has increased.

LAND DEVELOPMENT TRENDS

As discussed earlier, a substantial amount of traffic generation as well as road network improvements have been related to development projects which require a permit from the State Traffic Commission. A total of 47 certificate projects were identified. Some of these were multiple certificate projects which expanded from their original size. The dates of the permits suggest traffic generators have been expanding since the last plan update. Nine permits were issues during the 1970's, 16 were issued during the 1980's and to date 19 permits have been issued in the 1990's.

The 47 certificates issued related to 27 different developments of which 13 were retail projects; 5 were residential projects; 5 were office/industrial projects with the balance distributed among public, medical and other uses. The vast majority of the projects were located in the Route 190 and 220 corridors. This is a primary reason why incremental improvements have been made to these two roads as proposed in the 1987 Plan of Development.

FUNCTIONAL ROADWAY CLASSIFICATION

Within the Town of Enfield there are 5 roadway classifications established by the Connecticut Department of Transportation which include: Interstate Highways; Principal Arterials; Secondary Arterials; Collectors and Local Roads. The definition of the function of each of these roads is as follows:

Interstate Highway: These are limited access, multi-lane, high volume, high capacity facilities intended to provide for and accommodate high speed, long distance travel with relatively few points of access/egress to the local street system.

Principal Arterial: this roadway type connects major development and activity centers within the Town to each other and to the interstate highway system.

Minor Arterial: This roadway type connects the principal arterials and augments the traffic carrying capabilities of the principal arterial systems.

Collector Streets: This roadway type provides a high degree of access to abutting land uses and somewhat lower level of through mobility than the higher classifications.

Local Streets: This classification includes all remaining residential streets. These roadways provide the lowest level of through mobility, while providing the highest level of access to

abutting land uses. Table 16 presents a listing of arterials and collector streets. Streets not listed in Table 16 are local streets.

The Town of Enfield also classifies roads by type with designations somewhat different than state classifications. These designations are state, arterial, feeder and local. Generally the state and arterial designations correlate with the principal and minor arterial classifications used by the state. For the most part, the feeder designation correlates with collector classifications used by the state. However, in some cases there is not a direct correlation. Table 17 presents the street classification list. The Street Classification Map shows the location of these streets by classification.

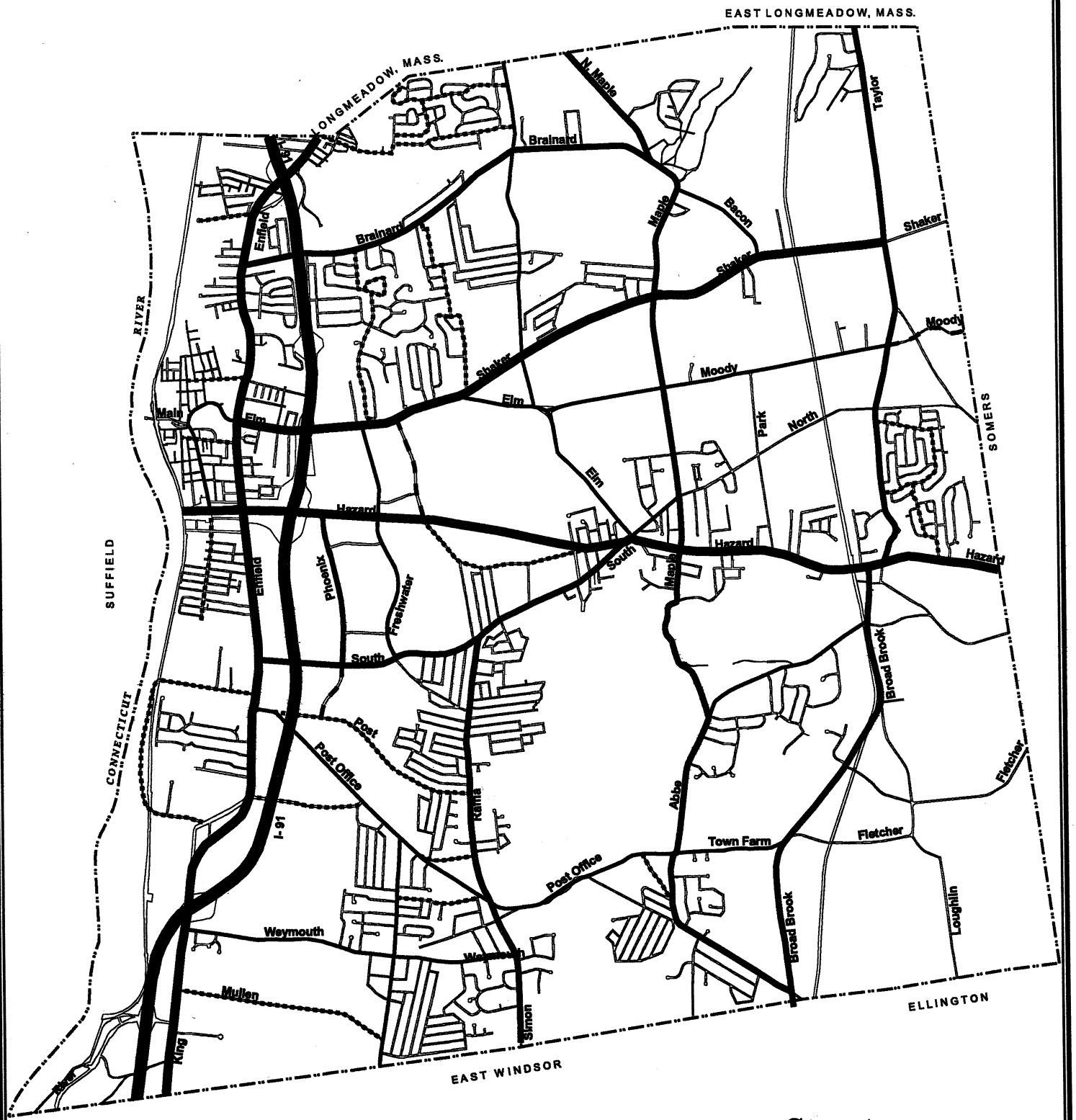
Table 16
State Classification of Streets

Interstate Principal Arterials
Interstate 91

Principal Arterial
Hazard Avenue (Route 190)
Enfield Street (Route 5)
King Street (Route 5)
Shaker Road (Route 220)

Minor Arterial
Abbe Road
Brainard Road
Broad Brook Road (Route 191)
North Maple Street
Powder Hill Road
Raffia Road
Simon Road
South Road
South Maple Street
Taylor Road

Collectors
Abbe Road
Bacon Road
Elm Street
Freshwater Boulevard
George Washington Road
Moody Road
North Street Collector
North Main Street
Pearl Street
Phoenix Avenue
Post Office Road
Steele Road
South Road
Town Farm Road
Weymouth



LEGEND

State

- Interstate Principal Arterial
- Principal Arterial
- Minor Arterial
- Collector

Town

- Arterial
- Feeder

Street Classification

Planning and Zoning Commission
Town of Enfield, Connecticut

Plan of Conservation and Development

HARRALL - MICHALOWSKI ASSOCIATES, *Incorporated*
Hamden, Connecticut
February 1998

SOURCE OF BASE MAP:
TOWN OF ENFIELD TAX MAPS AS DIGITIZED BY
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Table 17
Road Designation by Town

State
Broad Brook Road
Elm Street
Enfield Street
Franklin Street
Frew Terrace
Hazard Avenue
North Maple Street
Shaker Road
Taylor Road

Arterial
Brainard Road
Elm Street*
George Washington Road*
Moody Road*
Palomba Drive**
Phoenix Avenue*
Post Office Road*
Powder Hill Road
Raffia Road
South Maple Street
South Road
Taylor Road
Weymouth Road*

Feeder
Alden Avenue**
Arbor Road**
Bacon Road
Booth Road**
Bridge Lane**
Cartier Road**
Freshwater Boulevard
Ganny Terrace**
Glen Oak Drive**
Green Manor Road**
Guild Street**
High Street**
Hunter Lane**
Katherine Road**
Manning Road**
Middle Road**
Mullen Road**
North Main Street
Oliver Road**
Oxford Drive**
Parsons Road**
Post Road**
Prior Road**
Roosevelt Boulevard**
Sheridan Road**
St. James Avenue**
Tabor Road**
Tanglewood Avenue**
Till Street**
Trevor Road**
Wallop School Road**
Webster Road**

* Classified as collector road by state
**Classified as local road by state

The Enfield Subdivision Regulations specify right-of-way and pavement widths as well as sidewalk requirements for the several classes of roadways. Table 18 summarizes these requirements.

Table 18
Specifications by Roadway Classifications

Roadway Classification			
Business/Industrial Districts			
Classifications	Right-of-Way Width	Pavement Width	Sidewalks
Arterial	80 feet	50 feet	Both Sides
Collector	70 feet	50 feet	Minor - 1 side Major - both sides
Local	60 feet	40 feet	One side
Residential Districts			
Arterial	80 feet	50 feet	Both Sides
Collector	60 feet	40 feet	Minor - 1 side Major - Both sides
Local	50 feet	30 feet	One side*
* Cul-de-sacs less than 10 lots - no sidewalk required. Standards are subject to review and modification by Town. Source: 1993 Amendment to Enfield Subdivision Regulation			

Enfield's subdivision road design standards are set forth in Section 5 of the Subdivision Regulations of the Town of Enfield, Connecticut. The most recent update to the standards was effective January 15, 1993. Those most recent revisions added ADT guidelines to street classifications, added a requirement for consideration of providing street right-of-way access to abutting undeveloped property, permitted low maintenance islands to be installed in cul-de-sac turnarounds and revised the sidewalk requirement to permit one side, two side or no sidewalk installation depending on street type.

The basic standards for subdivision road design, most of which are typically "local" roads would be as follows:

Right-of-Way	50 feet
Paved Travelway	30 feet
Sidewalks	1 side, 4 feet wide

Construction standards reference technical specifications of the Enfield Department of Public Works and materials specifications of the Connecticut Department of Transportation. The street travelway

cross section is stipulated as 1½" bituminous concrete finish layer, over 2" bituminous concrete, over 2" processed aggregate base course, 6" bank run gravel. Granite curbs are required on slopes and at intersections. Utilities are to be installed underground. Drainage inlets are not to exceed a 300 foot separation. Hydrants are to be situated within 500 feet of each lot. Street trees are to be planted every 50 feet and street signs are to be installed by the developer.

Enfield design standards were compared to several other Hartford County communities - Manchester, Glastonbury, Coventry and South Windsor. The towns range in size from about 11,000 to 51,000 in population.

Three of the four towns require the same 50' right-of-way as Enfield, one requires only a 40' right-of-way on its local streets. All four of the other towns require a narrower paved way than Enfield. Two of the towns specify 26 feet, one calls for 28 feet and one requires only 22 feet.

The required pavement cross-sections are all different, but tend to require greater "base" preparation than Enfield, 10" - 12" base compared to 8" base in Enfield. Binder courses range from 1½" to 3". Most finish courses are 1½", same as Enfield, but Coventry only requires a 1" finish course. Three of the towns permit bituminous curbs, one requires granite as does Enfield.

In summary, compared to the selected area towns, Enfield requires a notably wider paved width on its local streets by a range of a 2 to 8 feet and an average of 4½ feet. Also compared to the other towns, a notable difference is Enfield's base course requirement which is 2 to 4 inches shallower than others.

In further consideration of Enfield's road design standards, the recommended standards of various authorities in the field were reviewed. Some of the terminology used to classify streets varied amongst these sources. The recommendations presented below are a through residential street within a subdivision development, which does not serve as a collector from a broader neighborhood.

Recommended subcollector street design from National Association of Home Builders, ULI- the Urban Land Institute and the American Society of Civil Engineers as published in Residential Streets, 1990 are:

Right-of-Way	42 to 46 feet
Paved Travelway	26 to 28 feet
Sidewalks	4 feet both sides

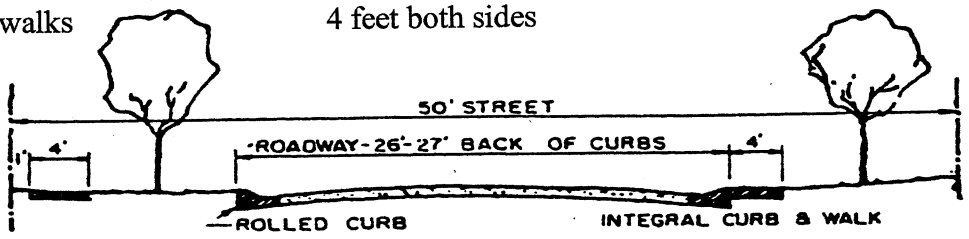


Fig. 4 Typical 50-ft street cross section.

For short, permanent cul-de-sacs, this source indicates a reduced right-of-way to 24 feet with 22 feet paved and no sidewalks would be acceptable.

Recommended local street design from National Committee for Traffic Study:

Right-of-Way	50 feet
Paved Travelway	26 feet
Sidewalks	4 feet

After reviewing the standards above it is evident that Enfield's required pavement width for the travelway exceeds current recommended standards for local streets as well as the prevalent standards applied in the four communities to which the local standards were compared. A review and possible adjustment in the local standard should be undertaken.

The Public Works Department is concerned about two other aspects of the current roadway design standards: the granite curb requirement and the required geometry of cul-de-sacs. A memo to the Town Manager is summarized here.

Granite Curbing:

- Requiring use of granite in high visibility areas such as the Industrial Park is reasonable.
- Requiring use of granite in subdivisions, roads that may be winding or ending in cul-de-sacs are not practical or cost effective because:
  - Not many smaller contractors have knowledge or experience to properly install granite curbing particularly along curved alignments or cul-de-sacs. Many contractors have equipment and experience with bituminous concrete curbing.
  - Highway Division maintenance and repair of granite curbing is difficult, costly and not within current capabilities of the Highway Division, however it has the capability to maintain and repair bituminous concrete curbing.
  - After several roadway resurfacings the curb reveal is lost and granite curb needs to be dug out and reset. This dramatically increases the cost of reusing the curbing due to pavement cutting and excavation required. Bituminous concrete can be removed or installed easily without pavement cutting.
  - Cost of material purchase and installation is great - $25/lf straight granite, $36/lf radius granite versus $2/lf bituminous straight or radius.

- DPW recommends that bituminous concrete lip curbing be the required standard except in "high visibility" areas.

Cul-de-sac Standards:

- Current geometry of cul-de-sac and islands cause problems with snow removal and operations - invite damage to curbing and vehicles.

- Changing the required geometry to a tear drop shape will resolve the problem.

- Limit the number and location of driveways on a cul-de-sac. No driveways should be permitted in the "throat area" of the turnaround and no more than three driveways in the cul-de-sac itself.

- Consideration should be given to assigning routine maintenance of landscaped islands to someone other than the Town. With proper design parameters these islands could be made to be almost maintenance free.

ROAD CONDITIONS

A Roadway Management Study was completed for the Town in December 1997 by Vanasse Hangen Brustlin, Inc. This study describes existing conditions observed on Enfield roadways, and reports the findings of a series of alternative future funding scenarios based on that data. The following existing conditions were reported in the study:

- There are 179.5 Town accepted road miles of which 179.4 miles have bituminous concrete surfaces, .78 miles are surface treated roadways and .04 miles are composite roadways.

- Based upon a Pavement Condition Index (PCI) range of 0 to 100 with 0 representing a road in extremely poor condition and 100 representing a road in excellent condition, the Town-wide average road network PCI was 74. This places the typical road conditions in the bottom end of the Preventative Maintenance treatment category.

- The PCI of 74 generally represents a roadway in "good" condition in accordance with definitions contained in the report and means that a significant amount of Enfield's roadways need base rehabilitation and reconstruction.

- A further breakdown of recommended treatment is as follows:

Do Nothing -	31.86 miles	18%
Routine Maintenance -	26.46 miles	15%
Preventative Maintenance -	13.05 miles	7%
Structural Improvement -	52.95 miles	29%
Reconstruction/Reclamation -	55.20 miles	31%
		100%

- The Study suggests that the Town establish a goal of a Maintenance Oriented Program with the PCI rising to 80 over a five year period at a cost of $3,000,000 annually during the five year period.

TRAFFIC SIGNALS

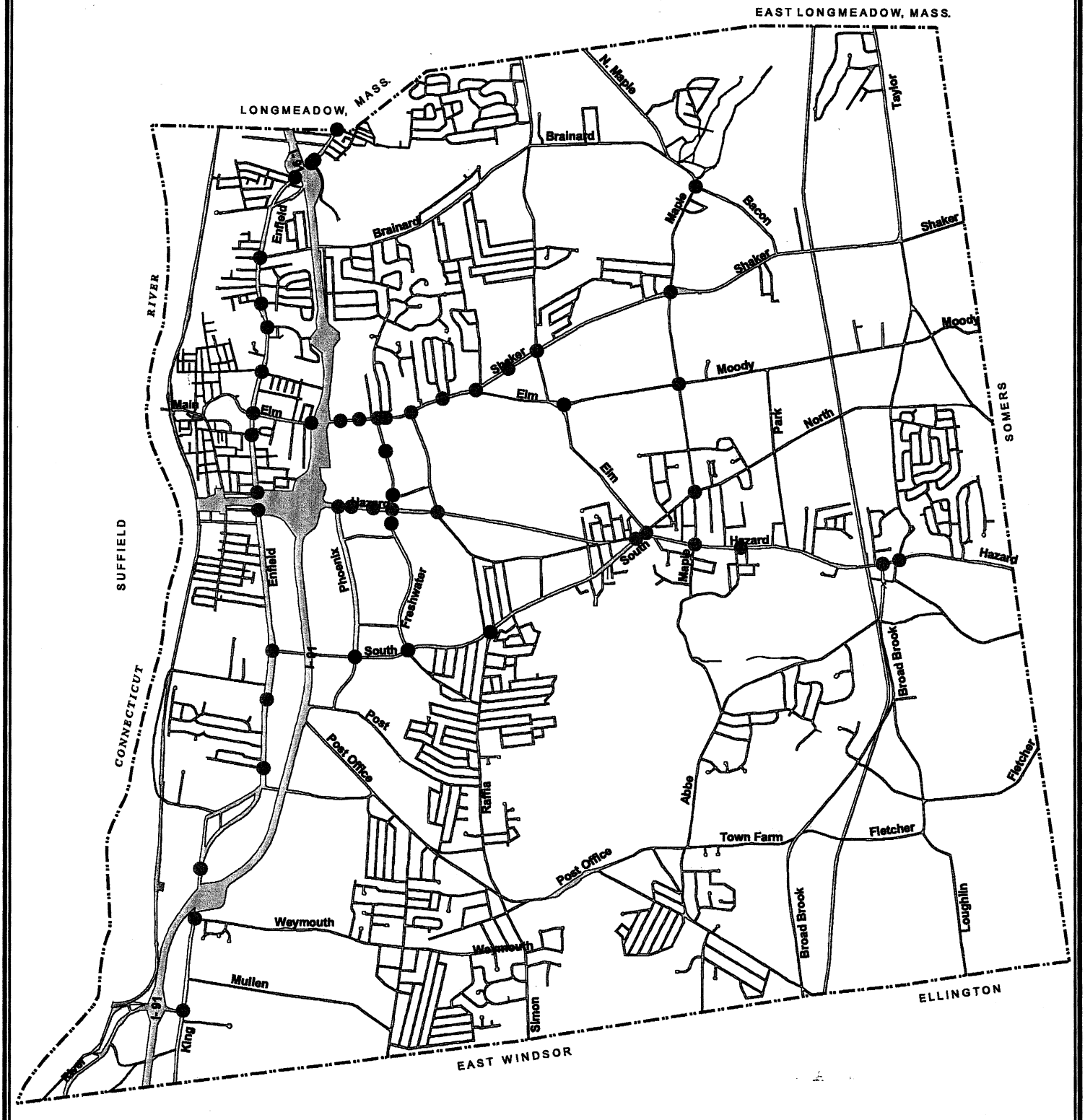
To control traffic operations and to safely and efficiently assign the right-of-way to both vehicular and pedestrian traffic as well as to assign the right-of-way to drivers using these roads, there are 43 state-operated traffic signals and 7 town-operated traffic signals in Enfield. The Traffic Signals Map shows the location of these traffic signals.

ACCIDENT HISTORY

To accurately quantify the location, pattern and frequency of accidents, accident statistics for the period from July 1994 to July 1997 were obtained from the Enfield Police Department. This data was plotted on the Accident Map. Not surprisingly, the highest number of accidents were recorded at locations on Routes 190 and 220 in the general vicinity of the concentration of retail facilities. In addition, Route 5 had several locations where accidents occurred in significant numbers. Other areas of concentration were in the Hazardville and Scitico sections of Route 190 as well as points of intersection along North Maple Street (Route 192).

TRANSIT ROUTES

In addition to use of Town roadways by private passenger vehicles and trucks, there are mass transit resources available in Enfield in the form of bus service. This service is provided by CT Transit and Pioneer Valley Transit Authority. The Transit System Map shows the location of bus routes in Enfield. These routes primarily serve as connection to Longmeadow and Springfield to the north and Hartford to the south. The CT Transit route operates only during the week to service commuters to Hartford. These bus routes do not meet the needs of intra-town travel. This is also a AMTRAK passenger rail line passing through the Town. However, there is no stop in Enfield to facilitate the use of rail for transportation purposes.



LEGEND

- Municipal Traffic Signal
- State Traffic Signal

Traffic Signals

Planning and Zoning Commission
Town of Enfield, Connecticut

Plan of Conservation
and Development

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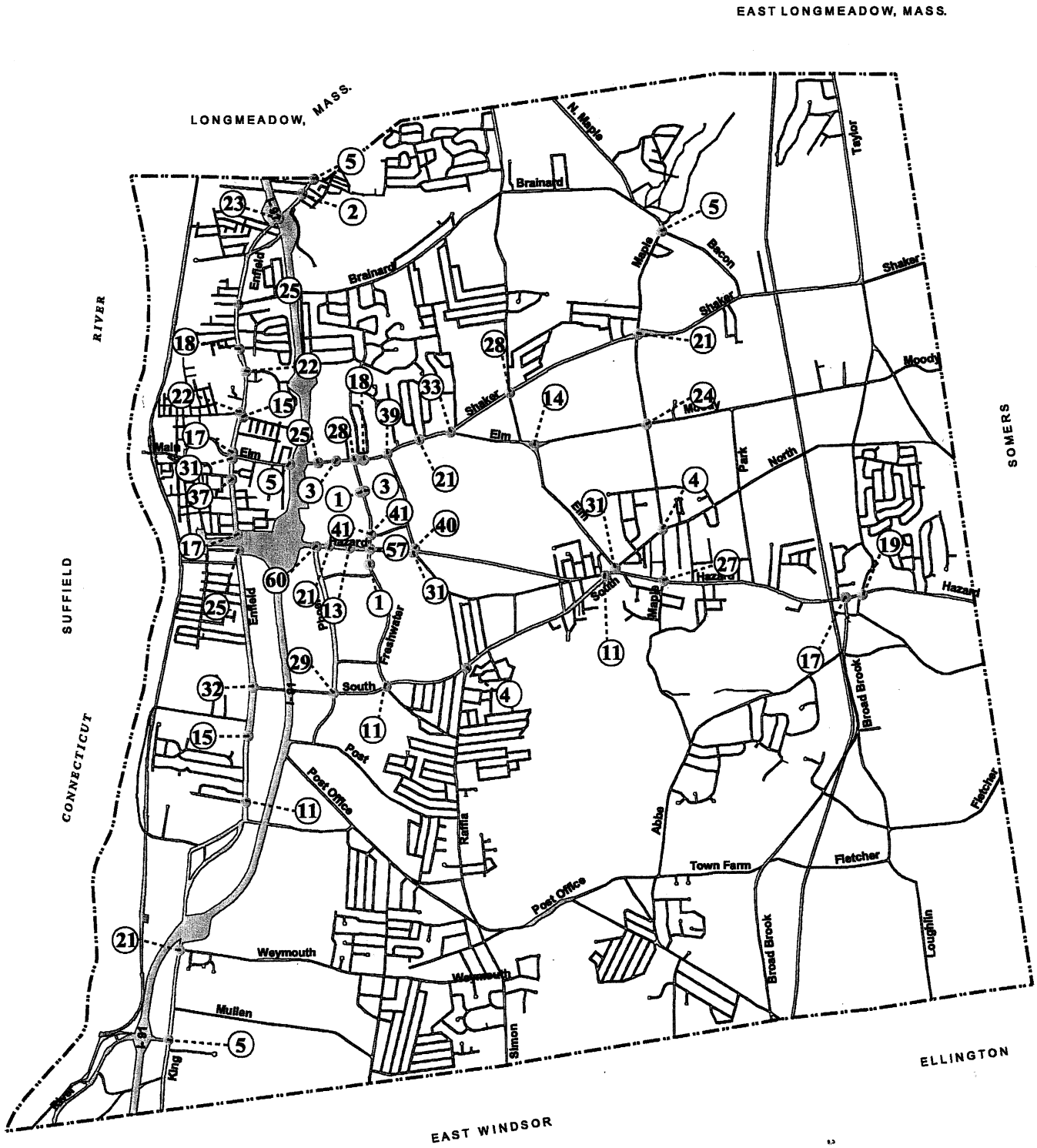

LEGEND

- Accident Location
- (9) Accident Total

Accidents: 7/94-7/97

Planning and Zoning Commission
Town of Enfield, Connecticut

Plan of Conservation and Development

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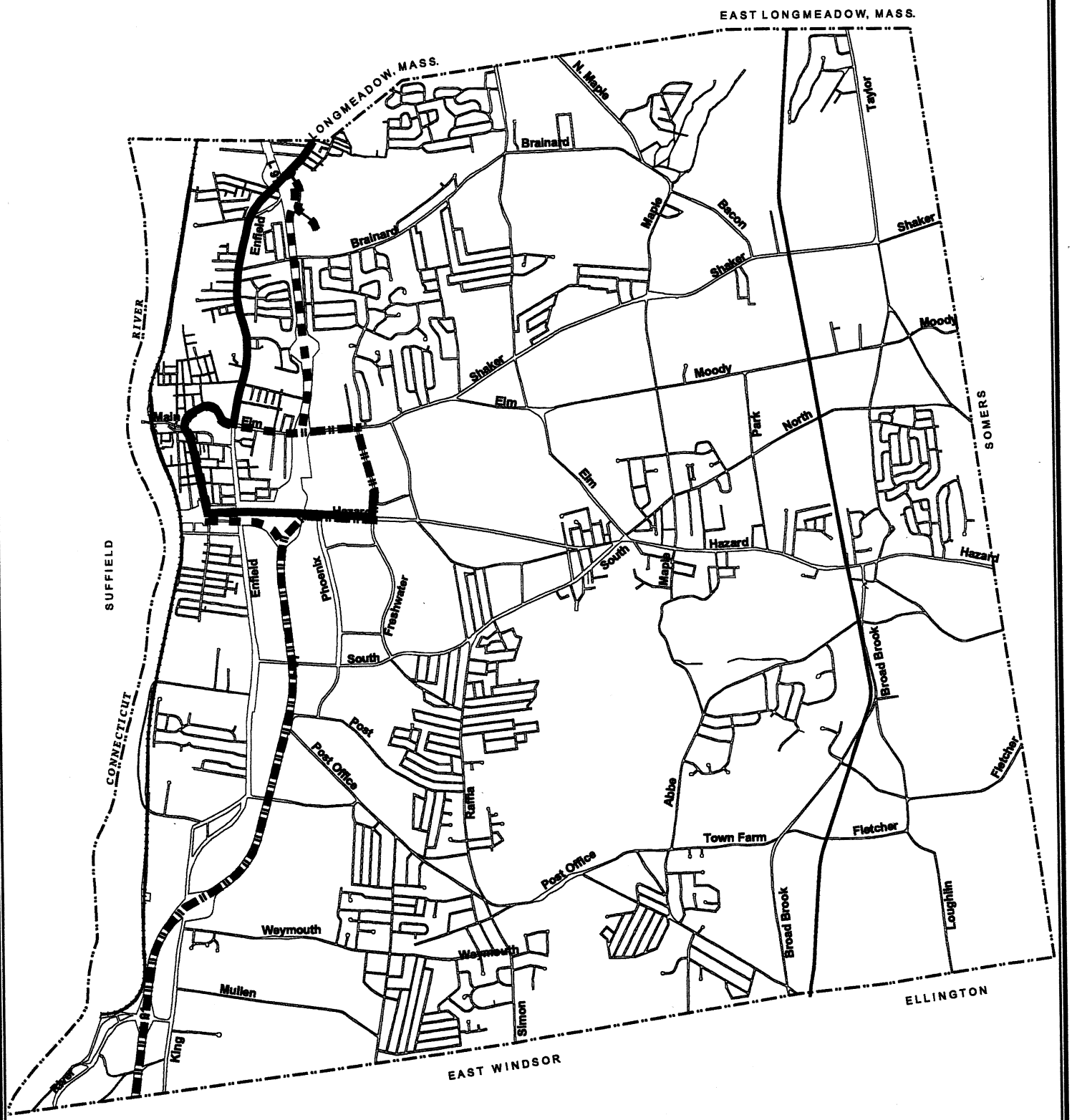

LEGEND

- CT Transit Route
- CT Transit Part Time Route
- Pioneer Valley Transit Route
- Active Rail Line
- Inactive Rail Line

Transit System

Planning and Zoning Commission
Town of Enfield, Connecticut

Plan of Conservation and Development

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February 1998

PEDESTRIAN CIRCULATION, SIDEWALKS, BIKEWAYS AND PATHWAYS

Sidewalks are located throughout Enfield as shown on the Current Sidewalk Inventory Map. As can be seen from a review of this map, sidewalks are found for the most part on Principal and Minor Arterials and in some cases on collectors as well as local streets within residential subdivisions. Table 19 summarizes the status of primary arterial, secondary arterial and collector streets in terms of sidewalks.

Table 19
Location of Sidewalks

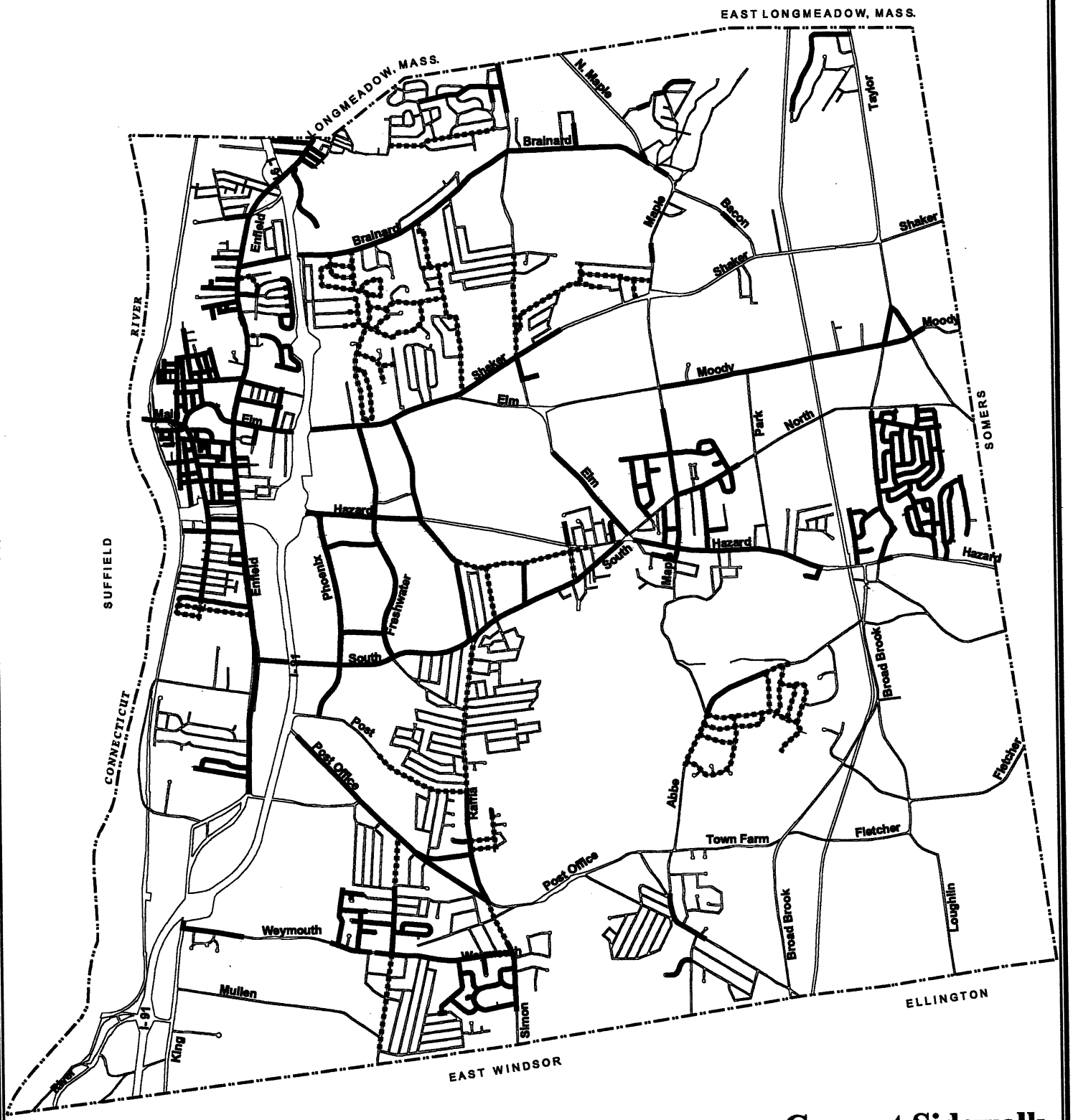
STREET	SIDEWALKS
Principal Arterials	
Hazard Avenue (Route 190)	Partial
Enfield Street (Route 5)	Yes
King Street (Route 5)	No
Elm/Shaker Road (Route 220)	Partial
Minor Arterials	
Abbe Road	Partial
Brainard Road	Yes
Broad Brook Road (Route 191)	No
North Maple Street (Route 192)	Partial
Powder Hill Road	No
Raffia Road	Yes
Simon Road	Partial
South Road	Yes
Taylor Road	Partial
Collectors	
Bacon Road	Partial
Elm Street	Partial

Freshwater Boulevard	Yes
STREET	**SIDEWALKS**
George Washington Road	Partial
Moody Road	Partial
North Street Collector	Partial
North Main Street	Yes
Pearl Street	Yes
Phoenix Avenue	Yes
Post Office Road	Partial
Steele Road	Yes
Town Farm Road	No
Weymouth Road	Partial

The previously referenced Roadway Management Study also inventoried sidewalk conditions. The study surveyed 110 sidewalk miles with conditions rated as follows:

Excellent	32.7 miles	30.0%
Good	.2 miles	0.2%
Fair	66.1 miles	60.0%
Poor	10.1 miles	9.0%
Replace	.8 miles	0.8%
	109.9 miles	100%

As can be seen from the Sidewalk Inventory Map and Table 19 there are few streets in Town where there is a continuous sidewalk to accommodate pedestrians and possible bicyclists and/or roller bladers as part of complete network. However, there are enough street segments with sidewalks upon which to plan such a network. As part of this network, care should be taken to provide linkages to residential areas as well as the natural environment amenity represented by the water course system in Enfield. The Transportation Plan Map displays the framework of an interconnected system consisting of streets classified as feeder or above, water courses and the inactive rail line. Obviously, right-of-way for trails would not be available along all water courses. However, the potential to provide key segments may be available. An example is the segment along the Scantic River connecting with the inactive rail line as proposed in the Scantic River State Park Master Plan.



LEGEND

Concrete Sidewalk

Bituminous Concrete Sidewalk

Current Sidewalk Inventory

Planning and Zoning Commission
Town of Enfield, Connecticut

Plan of Conservation and Development

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TOWN OF ENFIELD TAX MAPS AS DIGITIZED BY HARRALL - MICHALOWSKI ASSOCIATES, INC. AND DICESARE - BENTLEY ENGINEERS, INC.

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PUBLIC INPUT

During the neighborhood meetings there was extensive public input received relative to traffic and transportation issues. Issues mentioned included:

- Conflicts between high volume arterials (Route 5, 190 and 220) and residential neighborhoods.
- Lack of public transportation.
- Need to create better and safer system of walkways and bikeways.
- Improve north/south access from fire station to Post Office Road.
- Need to examine road network with possible bypasses, road realignments and traffic diversions.
- Need to use rail line with passenger stop in Thompsonville.

The mail survey presented respondents with 24 different streets and asked them to indicate how serious traffic congestion is on each road. The streets where congestion was rated as serious were as follows:

Elm Street
Hazard Avenue
Enfield Street
Freshwater Boulevard
Palomba Drive
Raffia Road
St. James Avenue

In terms of desired additional public recreation facilities, the need for additional walking trails and bikeways was rated the highest with 83.2 percent of the respondents supporting this need. In terms of guiding principles for growth and development, improving traffic circulation and safety was second in importance only to protecting neighborhoods from too much growth and non-residential uses.

1999 TRANSPORTATION PLAN

Goal: Promote a safe and convenient transportation and roadway system throughout the Town.
Objectives:

Based upon the information gathered, that there are several transportation and circulation objectives which are proposed in this updated Plan of Conservation and Development. The following objectives form the strategy to attain the overriding goal of a safe and convenient transportation and roadway system:

- Improve the circulation system to accommodate traffic generated by non-residential uses without an adverse impact on residential streets and neighborhoods.

- Use traffic calming approaches including stop signs as a method for reducing traffic impacts in residential neighborhoods.

- Establish a system of walkways and bikeways to provide for increased safety for pedestrians and bikers. This system should be integrated with the Town's open space system.

- Evaluate the public transportation system within the Town to determine if a more comprehensive intra-town system can be developed.

- Coordinate future economic development efforts with transportation and circulation improvements in order to most effectively encourage such development without adverse impacts on residential areas.

- Establish a "Master Street Plan" for new road construction such as 1987 Plan proposal for a Moody Road connector. Include other connectors or extensions that will improve the local roadway network.

The broad objectives are extended into more specific recommendations for particular streets, neighborhoods, and programs. These recommendations are described and illustrated on the Transportation Plan Map.

Recommendations:

New Roads
Extend Moody Road to Hazard Avenue.

Road Improvements
North Street
South Maple Street, Scantic River Bridge
Town Farm Road

Traffic Management
St. James, Cartier, Oxford, Katherine Roads - calming devices.
Ganny Terrace, Tanglewood, Glen Oak Drives - calming devices
Middle Road - calming devices.
Beech Road - calming devices.
Enfield Street (Route 5) - access management.
Route 220, Shaker Road - access management.
Route 220, Elm Street - reduce speed, access management.
Route 190, Hazard Avenue - access management.
Hazardville Historic Area - reduced speed, pedestrian preference.
Enfield Street Historic Area - reduced speed, pedestrian preference.
Thompsonville Gateway - reduced speed, pedestrian preference.

Sidewalk Installation
Hazardville - South Maple Street and Cooper Street - to link Hazardville Center with Scantic River Park and Greenway.
Enfield Street Historic District - Bridge Lane, Parsons Road, Mitchell Drive, Riverview Street - to link historic district and schools with Connecticut riverfront and open space.

Enfield Bike/Pedestrian Trail Loop
Brainard Park - Brainard Road - Bacon Road - Shaker Road - Taylor Road - Hazard Avenue - Broad Brook Road - Town Farm Road - Post Office Road - Enfield Street - Elm Street - I-91 right-of-way - Brainard Road - Brainard Park.

This would be a circumferential route that would link about 16 different recreation and open space facilities. The bike/ pedestrian loop design would vary depending on the character of the street and available right-of-way and on the availability of funds for capital improvement. The design should at least be a painted route on the paved shoulder with appropriate signage identifying the route and instructing motorists and bikers to share the road. On stretches with adequate width a separate paved way for recreational activity including bikeway, roller-blading, walking and jogging could be installed. Spurs could also be designated from the loop to areas such as Hazardville and Thompsonville Centers, Scantic River Park and Connecticut River.

Transit
Although community survey respondents indicated little support for passenger rail service, the door should be kept open to establishing a station in Thompsonville. Long term trends in rail transit for

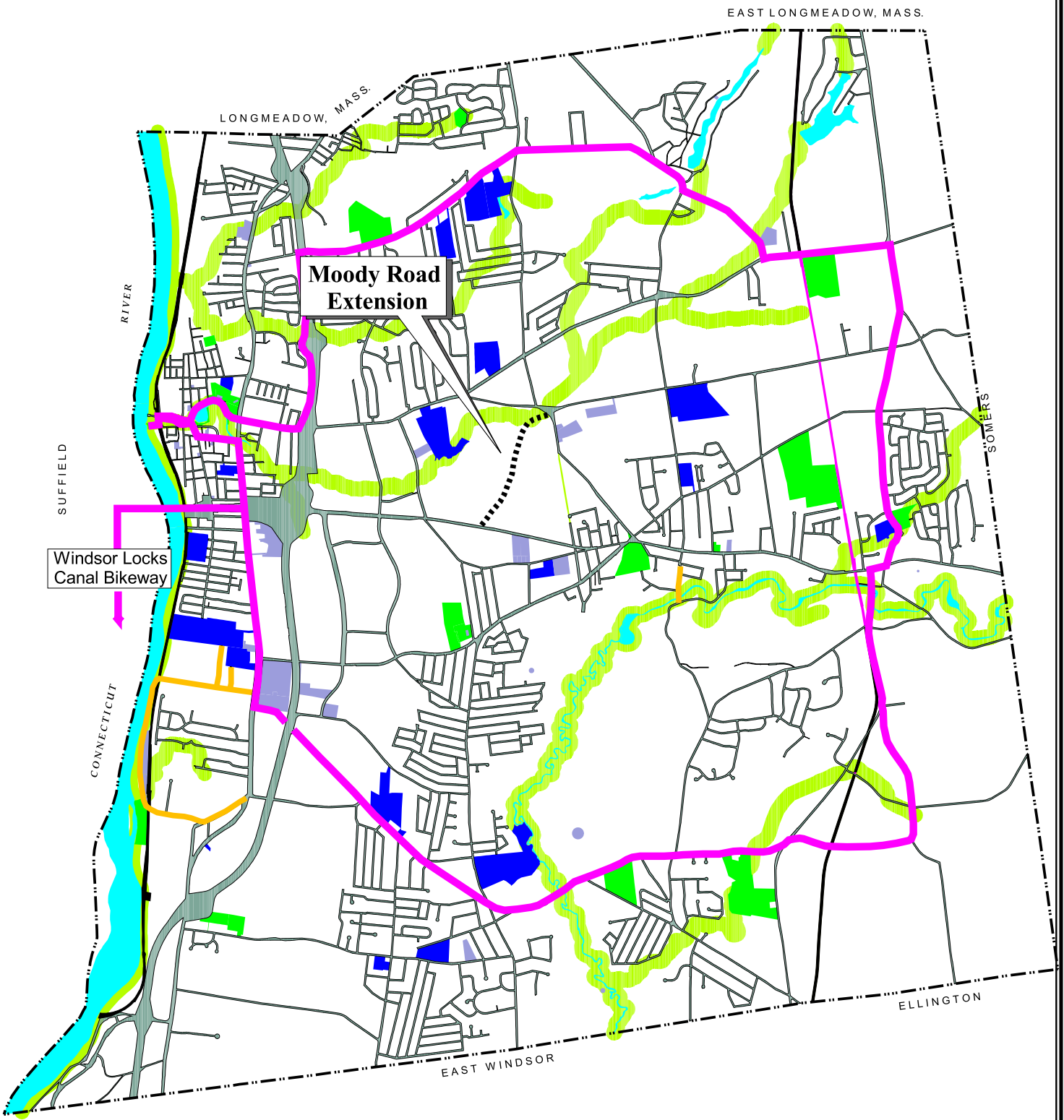
commuter and recreational use could change to make this a contributing factor to Thompsonville revitalization and overall community amenity.

Paratransit

The Town's elderly and disabled are served by a paratransit program. As Enfield's elderly population grows and requests for service increases among the disabled population, the Town will need to continue to evaluate the level of service it is willing to fund.

Road Standards

The disparity between current Town road standard with national and nearby town standards suggests a review and possible revision be undertaken.



LEGEND

- Proposed Walking Path
- Proposed New Road
- Proposed New Sidewalk
- Potential Linkage
- Community Facility
- Active Recreation
- School
- Watercourse

Transportation Plan Map

Planning and Zoning Commission
Town of Enfield, Connecticut

Plan of Conservation and Development

SOURCE OF BASE MAP:
TOWN OF ENFIELD TAX MAPS AS DIGITIZED BY
HARRALL - MICHALOWSKI ASSOCIATES, INC.
AND DICESARE - BENTLEY ENGINEERS, INC.

THIS MAP WAS DEVELOPED FOR USE AS A PLANNING DOCUMENT. DELINEATION MAY NOT BE EXACT.

HMA
HARRALL - MICHALOWSKI ASSOCIATES, *Incorporated*
Hamden, Connecticut
April 1999